

March 29

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Essex County Men Protest Proposed Leasing of Clam Flats.

Claim Scheme of Trust to Get Control of Clam Industry.

State House, Boston, March 29.—It is the expectation that the state highway commission will announce its allotment for the season's highway work next week or the week following. This commission this year has \$1,000,000 to expend on state highways where before it has only had one-half of that amount. One must not consider, however, that twice as much highway will be built because there are numerous factors entering into the case that will tend to reduce the amount of mileage. For example, it is planned to build a little wider roadway than has been the practice heretofore. In most of the country districts a 15-foot road has been built but now that the automobile traffic has so greatly increased and the large motor-truck has come so generally into use, it has been found that this strip of highway is often too narrow for the increased use of the public ways.

Accordingly the "worked" portion of the road will be increased to 18 feet in most cases. This of itself will account for a portion of the increased cost per mile of constructing state highway.

Another feature that enters into the case is that of the heavier motor-truck which the commissioners recognize have come to stay and will become more and more common on the highways as the years go by. These trucks are continually increasing in size and weight and the load capacity is also growing with them. All of these facts work out to the result that heavier and stronger highways must be built, deeper excavations must be made for the foundation stones and these must be placed with greater care, etc., so that this factor alone enters into the cost of constructing state highway. Then, there is the increased cost of living which is illustrated in the cost of highway construction by the state law limiting the hours of work to eight per day and of course, increases the rate of hourly wage for each man employed on the work. As a general principle therefore the commissioners are figuring that a mile of highway will cost so much more than it has formerly cost that twice the appropriation will allow for the building of about one-fourth more total mileage than has been the practice in former years.

As to the system of selection: The commissioners are to follow their usual practice of building sections of through state lines radiating out from Boston, Worcester, Springfield, Pittsfield, North Adams, Greenfield, Fitchburg, Taunton, Salem and other cities of the state with the expectation that eventually these main lines will all be completed. In fact, as one looks at the highways map in the office of the state commission today on which are marked the completed sections of highway, he can see that already a great portion, and in some cases an entire highway, is constructed from the suburbs of Boston out to the

state line in various places. From Boston to Providence one can ride almost continuously over a state highway, and for large sections of the route to the tip of Cape Cod one has the same thorough type of road construction under his automobile. The same is equally true going west from the metropolitan districts on two or three main lines of travel.

To date some 920 miles of state highway have been constructed in the commonwealth and it is the estimate of the commission that when all of these through lines radiating out from all these centers of population, are completed the total mileage will be in the neighborhood of 2000 miles. That in itself, however, is but a small percentage of the total roads in the commonwealth. By roads is meant all of the cross country roads of the rural districts and the city streets of the metropolis. In fact, anything that can be called a road. There has never been any aggregate mileage of the roads of this state and in fact city and town authorities do not agree at all about the total mileage of their own municipalities. One mayor will tell that there are 72 miles of highways in his city and the city clerk will be likely to call it 90 or even 60, so that when one totals up these estimates he may find that it is far from being right as to the total mileage of the state. However, the commission, exercising their best judgment believes that there is some 22,000 miles of road in Massachusetts. So that its work of constructing new highways of the state will last many years to come. There are discounts from these immense figures in several ways, for example, the state has never undertaken to rebuild city streets and to assume control and call them state highways. Just how many miles of this 22,000 is represented by city streets is quite a problem but it must be quite a proportion. Then again, there are the very small country roads which only reach in some cases to a single farm house or possibly two or three. It is hardly to be expected that the state will take charge and rebuild such roads as these, and this, of course, will discount another large fraction.

Still there will remain a very great mileage of roads that about everybody expects that some time or other the state will build.

Just what the committee on roads and bridges will do this year about putting bridges on to the state highway commission is not known at the present time. The commission fights shy of these problems on every possible occasion but despite its opposition it has been obliged to assume control of the rebuilding of bridges near Newburyport and Fall River and the committee this year has one or two smaller problems whose main argument is that the precedent has been established and that the bridges are part of the main thoroughfare and

Still Fighting Clam Flats Leasing Bill.

Essex county men who have always been interested in the clam flat leasing problem are still voicing their opposition to the proposed lease of Massachusetts flats in other sections of the state. They themselves are galled from such a dilemma as they call it, because of the Schofield bill of a year ago which allow cities and towns on the shore of Essex county to lease for the benefit of their own citizens, these flats and so prevent their being leased by other parties. Their objection to the clam flat leasing proposition as a whole is that it will mean that the flats will eventually be controlled by the trusts and they have been at the state house this week lining up the opposition to the bill favored by the state fish and game commission and the commission on economy and efficiency, allowing a system of leasing flats along the other shores of the state. They have talked with senators and representatives endeavoring to get them to oppose this bill. Their arguments are that if it goes through the so-called trusts will soon control these other flats and go into a contest to control the Boston market for clams.

The trust's plan of campaign, as these Essex county men outline it, would be to undersell the market until it had reached a point where the Essex clamers would not continue the business and then boost prices up again after the Essex people had allowed their leases to run out and so eventually secure control of the Essex flats and in fact, all the flats of the commonwealth and to control the market. It seems a long plan of campaign for the Essex leases run for ten years but the officials from that section who have always had the interest of the clamers at heart, believe it is a real condition and not a theory that is confronting them and that the only safe course to pursue is to prevent the passage of this bill recommended by the two commissions.

WITH ENGLISH FLAG ABOVE U. S.

Sch Lizzie M. Stanley, Recently Sold to N. F., Went Sailing Out of Here Yesterday—Excited Harsh Comment.

When sch. Lizzie M. Stanley left here yesterday afternoon for Harbor Breton, N. F., to which place she has been recently sold, the British flag floated high at the main truck with the American colors just beneath.

The incident was not generally noticed until the vessel had been towed for some distance to the outer harbor, when a number of spectators along the water front instantly discovered the American ensign below the British flag

which brought down some pretty loud and bitter denunciations on the captain for the breach of international courtesy.

The more they thought of it, the more riled they were and there was all sorts of threats of boarding the craft. In the meanwhile, however, the tug had towed the craft. It was until her sails caught the wind and she commenced to bowl along at a good clip for her new home port, until she finally disappeared from view, the English Jack still flapping above the Stars and Stripes.

March 29.

FISHERIES OF THE PACIFIC

lock Bank westward, but up to the present time fishermen have not found it necessary to resort to the more remote grounds. Eventually with the increasing demand for fresh fish, it is probably that special vessels will be built and a fresh cod fishery established with headquarters at Seattle.

The following is taken from the annual report of the United States Commissioner of Fisheries for the year ending June 30, 1912, issued in February, 1913:

The taking of halibut has become the most extensive branch of the vessel fisheries of the Pacific Coast, and next to the salmon industry, is the most valuable fishery of the Pacific States and Alaska. The size of the halibut fleet out of Seattle is steadily increasing; new and larger steamers in addition to sailing and power schooners are being added each year; and in the spring of 1912 two modern-type vessels belonging in Gloucester, Mass., joined the halibut fleet of the Pacific as possible precursors of a considerable transference from the East to the West Coast.

The halibut catch in 1911 was over 35,000,000 pounds, landed at Puget Sound ports, a much larger quantity than was even taken in the New England fishery. Owing to the growing demand for halibut, a much larger area than formerly is now fished over and greater efforts are put forth to supply the markets. In 1911 the banks of Southeast Alaska were assiduously fished by steamers, while a considerable number of schooners that had heretofore resorted to that region confined their operations chiefly to Flattery Bank, where large catches were made. It is generally reported that the banks of Southeast Alaska have been overfished, and the results of over-fishing have become evident within a few years; some of the most productive grounds show signs of depletion, and the search for newer grounds is in progress.

The Pacific cod fishery supplies to the markets a considerable quantity of salt fish from grounds in Bering Sea and along the central Alaska coast from the Shumagin Islands to Unimak Pass. The business is in the hands of nine firms having 20 vessels, 13 of which sail from San Francisco, and seven from Puget Sound ports. The yield in 1911 was about 10,770,000 pounds, valued at \$325,000, an increase of nearly 50 per cent. over 1910.

This fishery is capable of large expansion. Cod are plentiful on off-shore grounds of Alaska from Port-

NO ARRIVALS IN HERE TODAY

Some of Gill Netting Fleet Landed Good Fares Yesterday Afternoon.

There was nothing doing in the harbor this morning in the line of fish receipts. The gill netters had about 5,000 pounds yesterday, the bulk of which was shipped to Boston on the early morning boat.

Several of the steamers who have not been able to get their nets for a couple of days were able to lift yesterday. Some of the largest fares were those of steamers Venture, Sawyer, R. Kellick, Philomena, Nora F. Robinson and Ethel which had 3000 pounds or over.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Robert and Edwin, gill netting, 100 lbs. fresh fish.
Str. Carrie and Mildred, 2500 lbs. fresh fish.
Str. Dolphin, gill netting, 2000 lbs. fresh fish.
Str. Jeffery, gill netting, 400 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.
Str. Rough Rider, gill netting, 200 lbs. fresh fish.
Str. F. S. Willard, gill netting, 500 lbs. fresh fish.
Str. Prince Olaf, gill netting, 1300 lbs. fresh fish.
Str. Nomad, gill netting, 700 lbs. fresh fish.
Str. Enterprise, gill netting, 500 lbs. fresh fish.
Str. Venture, gill netting, 4800 lbs. fresh fish.
Str. Philomena, gill netting, 3000 lbs. fresh fish.
Str. Hope, gill netting, 400 lbs. fresh fish.
Str. Hugo, gill netting, 800 lbs. fresh fish.
Str. Sunflower, gill netting, 500 lbs. fresh fish.
Str. Evelyn H., gill netting, 800 lbs. fresh fish.
Str. Ethel, gill netting, 4000 lbs. fresh fish.
Str. Mary L., gill netting, 1900 lbs. fresh fish.
Str. Nashewena, gill netting, 2000 lbs. fresh fish.
Str. Harold, gill netting, 1000 lbs. fresh fish.
Str. Mystery, gill netting, 900 lbs. fresh fish.
Str. Medomak, gill netting, 2000 lbs. fresh fish.
Str. R. J. Kellick, gill netting, 4400 lbs. fresh fish.
Str. Sawyer, gill netting, 4000 lbs. fresh fish.
Str. Josephine DeCosta, 4900 lbs. fresh fish. (went to Boston).

THE LITTLE SHORE BOAT

All There Is in Sight With Fish at T Wharf This Morning.

But for the local gill netters, T wharf dealers would have had a fish famine this morning, for there was not one arrival at the dock, sch. Josephine DeCosta from here with 4900 pounds of fresh fish.

Trade was good and prices shared. Wholesalers paid \$6.50 for haddock, a hundred weight; \$6 for large cod; \$5.50 for market cod; and \$5 to \$6 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Josephine DeCosta, 3500 haddock, 1000 cod, 400 pollock.
Haddock, \$6.50 per cwt.; large cod, market cod, \$5.50; pollock, \$5 to \$6.

TODAY'S FISH MARKET.

Salt Fish.
Handline Georges codfish, large, per cwt.; medium, \$4.50; snappers, \$3.

Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large, \$4.75; mediums, \$4.25.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.25; mediums, \$1.85; snappers, 75c.
Peak cod, large, \$2; medium, \$1.75; snappers, 70c.
All codfish not gilled, 10c per 100 pounds less than the above.
Hake, \$1.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Bank halibut, 13c per lb. for white and 10c for gray.

Portland Fishing Notes.

Several of the Portland fishermen are getting their boats into gear to begin halibut fishing before the month closes or immediately afterwards. The Angie B. Watson would have been one of the first on the grounds had it not have been for the fire which damaged her last week. She had about completed preparations and would have sailed away this week, weather permitting. Among others that are preparing are the Albert W. Black, the Mary Sennett, the Watauga, and the Marion Turner. These are some of the schooners that are to depart early for the halibut fishing grounds, and it is expected that several others will soon follow. The Gloucester schooner Olympia, of which Capt. Doggett is the commander, is another which is soon to depart for the banks. It is also understood that Capt. Toothacher proposes to have the Lochinvar early on the scene. At present the Marion Turner is preparing to do some pollock fishing before going after halibut. There is a big demand for pollock for salting purposes, as only a very few have been caught during the past month or six weeks.

Mar. 29.

WILL FLOAT THE SCH. QUICKSTEP

The sch. Quickstep, which went ashore at Spechts Cove, N. S., Thursday, after a night's struggle with a gale in the Bay of Fundy, will probably be floated today. All day yesterday and well into the night the crew battled in an effort to bring the Quickstep with her cargo of 90,000 pounds of fresh codfish into port. Finally, with both anchors and head sails gone, they were compelled to beach her. It is thought she is not seriously damaged and that she will be able to resume her voyage to Eastport, Me.

Gill Netter Launched.

The gill netter, Lily M. Hodge, which was built at the South End for the Lockport Cold Storage Co., Ltd., was successfully launched at 8.30 on Friday, and, as in years gone by, created a great deal of interest and was witnessed by a large number of people who cheered heartily as the vessel slid down the ways into the water. The Lily M. Hodge is the first gill netter to be built in these parts. The hull was constructed by Daniel Ross, while R. D. Butler completed the upper works. She is fitted with twin screws each propelled by gasoline motors capable of developing 25 horse-power. She has storage for 200 gallons of gasoline. The vessel is also fitted with a power net lifter, electric lights and a whistle blown by compressed air. She measures 61 feet over all, 13 feet beam, 6 1-2 feet depth of hold. Capt. Thomas Benham, of Lockport will command her. She sailed from here at noon on Sunday for Lockport.—Yarmouth Times.

Salt Mackerel Imports

Imports of salt mackerel of the 1912 catch received to Boston to date amount to 30,496 barrels against 31,434 barrels of the 1911 catch for the corresponding period of last year.

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ONE GEORGESMAN IN HERE TODAY

Sch. Sen. Saulsbury Found Good Fishing—Has 35,000 Pounds Salt Cod.

The only offshore arrival here today is sch. Senator Saulsbury, which arrived here during the forenoon from a Georges handlining trip with 35,000 pounds of salt cod.

Most of the gill netters were held in port yesterday on account of the heavy wind out side. Steamer Bethulia arrived from Boone Island yesterday afternoon after a several days' fishing with 10,000 pounds of fresh fish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Jeffery, gill netting, 1800 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 2000 lbs. fresh fish.
Str. Bethulia, gill netting, 10,000 lbs. fresh fish.
Sch. Senator Salisbury, Georges handlining, 35,000 lbs. salt cod.

Vessels Sailed.

Sch. Gladys and Nellie, haddocking.
Sch. Independence, II, haddocking.
Sch. Belbina P. Domingoes, haddocking.
Sch. Rita A. Viator haddocking.
Sch. Priscilla Smith, haddocking.
Sch. Mary DeCosta, haddocking.
Sch. Emily Sears, haddocking.
Sch. Flora L. Oliver, haddocking.
Sch. Edith Silveira haddocking.
Sch. Warrent M. Goodspeed, haddocking.
Sch. Clara G. Silva, haddocking.
Sch. Senator Gardner, salt trawl banking.
Sch. Saladin, south seining.
Sch. Claudia, Georges handlining.
Sch. Lizzie M. Stanley, Harbor Breton, N. F.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.
Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large, \$4.75; mediums, \$4.25.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.

Fresh Fish.

Splitting prices:
Haddock, \$1 per cwt.
Eastern cod, large, \$2; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.25; mediums, \$1.85; snappers, 75c.
Peak cod, large, \$2; medium, \$1.75; snappers, 70c.
All codfish not gilled, 10c per 100 pounds less than the above.
Hake, \$1.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 90c, round, 80c.

Bank halibut, 13c per lb. for white and 10c for gray.

The Norway Fisheries.

The yield of the Norwegian sea fisheries during the last few years has increased to a material extent, and this is attributed very largely to the increasing use of motors in the fishing craft, says the "Fish Trades Gazette." The following figures, published by Dr. Hjort, the director of fisheries, illustrate how remarkably the use of the motor boat is extending: In 1907 the total number of motor boats in use was 647; in 1908, 1636 motor boats; in 1909 there were 1974; in 1910, 2912, and in 1911 the number had advanced to 4163 open and decked motor fishing boats. It would be difficult to show any other case where the use of the motor for fishing craft has developed so greatly in so short a time. No doubt the physical conditions of the coast of Norway—the numerous and long fjords, the belt of islands—are almost ideal for this sort of craft.

Fishing Net Preservation.

The following method of preserving fishing nets, against the effects of dampness and exposure, is recommended on good authority, says the Shelburne "Gazette."

Soften a pound of glue in cold water; then dissolve it in 10 pounds of soft water, with half a pound of soap. After washing the nets in soft water boil them in this solution for two hours, wring them out well, and hang them up over night. Then make a solution of two pounds of alum in five gallons of water. Heat to the boiling point, put the nets in and leave them in it for three hours, then press out and transfer at once to a strong solution of oak bark. Let them remain in this for 48 hours, or longer, if possible.

Week's Landings At T Wharf.

The total landings of fresh ground-fish at T wharf Boston, for the week ending March 27 was 1,595,350 pounds from 62 arrivals against 2,220,100 pounds from 69 arrivals for the same period of last year.

Fitting for Seining.

Sch. Georgia, Capt. Charles Forbes, is taking off her dories and fitting for south mackerel seining.

Fishing Fleet Movements.

Sch. Thomas S. Gorton was at Liverpool, N. S., on Wednesday and cleared for fishing.

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Our Fish Cure.

A gentleman now in Europe in connection with our fish, who has given some study to the situation and the development of markets, writes that the situation is not any too hopeful from some points of view. The cure of the fish in the European markets is not improving, although our competitors are making especial efforts in this direction. Norway and France, he says, are far more practical and progressive. Denmark is also entering the Italian field and so is Germany. The following figures prove what this means. In 1901 Denmark exported to Italy 5431 Italian qtls. (220 lbs.); in 1911, 20,138 and in 1912, 62,826. There has also been an increase in the imports of Iceland fish into Italy which is interfering considerably with our Labrador product. The one thing that saves the situation for us is that France has been very low the past two years in shipments, because of her own small catches as proved by the following figures: 1910, 140,284 Italian qtls.; 1911, 84,129 Italian qtls.; 1912, 59,657 Italian qtls. But we cannot hope to have such continue always and our correspondent is of the opinion that it will be necessary for action to be taken ere long to ensure important changes for the better.—St. John's, N. F., Herald.

Eels Kill Salmon.

Eels can cause the death of a salmon of considerable weight by the use of strategy, says the "London Telegraph." One will obtain the grip between the dorsal fin and the tail and then hold on like a bulldog while the unfortunate victim in vain throws itself backward and forward endeavoring to shake off its captor, until its strength is exhausted, and the eel proceeds to make its meal at leisure.

Worse crimes than these are laid to their charge in New Zealand. A great number of bathing fatalities had taken place at a certain point, where the current ran with such strength that a powerful swimmer could only just stem it. It was a favorite pastime to have a tussle with the stream, but several times a bather disappeared before help arrived, and it was found that much of the body had been eaten by eels.

The cause of the fatalities remained unknown for a long time, but at last it was discovered that while the swimmer was almost stationary in the rapid stream a huge eel would seize him by the foot or leg and drag him down beneath the surface. Eels attain an immense size in these waters, 20 to 30 pounds being no uncommon weight.

ICE BOTHERS GULF SEALERS

News of a week's weary breaking through but 30 miles of heavy sheet ice towards the gulf seal herd near the Magdalen Islands was flashed by wireless from the Halifax sealer Seal on Saturday afternoon. Capt. Farquhar reporting the first break of the voyage. This was on Friday when the crews of the Seal and Neptune walked between five and ten miles to the pack, the former securing a thousand and the Neptune's hunters four thousand pelts in the day's work. The veteran found the ice exceptionally difficult to force a path through, this adversity setting them back several days in their calculations.

Continuing their slow progress the fleet comprised of the Seal, Neptune, Viking and Southern Cross will close in on the seals and the first two ships will pick up those killed on Friday and piled up on the grounds, while the others will start slaughtering operations. Here there are about 80,000 young harps.

This solidly frozen sheet ice is much more difficult to negotiate than the usual "clamber" floes. If the wind remains westerly prospects for a good catch will be poor, but if a northeast gale springs up navigation about the seal pack will be greatly facilitated and a profitable harvest assured. On the Newfoundland coast there appears a stiff ice jam and the Seal with her wooden hulled sisters will focus her operations on the gulf pack instead of later changing to the main Belle Isle patch, where the Atlantic vessels are working.

It has long been a custom in St. Johns when the sealers set out on their annual trip north to organize sweepstakes, in which the prizes go to those holding tickets with the name of a craft, either first or among the first to return home with a fare, and so great is the interest in the "swilers" success that considerable sums are involved in these lotteries by the large numbers subscribing. Until this unfavorable report of the Seal, it had been thought she would be the first back. Her delay in reaching the grounds has dissipated this hope. Of course the Halifax boat has yet some time to make a good catch and still be able to return quickly, but this latter opinion is discounted.

March 29.

JUST 1200 LBS. OF COD

Total Receipts at T Wharf This Morning in One Boat.

There was but little doing in the fresh fish trade at T wharf this morning and the dealers could have closed early, just as well as at noon as far as receipts were concerned.

There was only one shore boat in, sch. Marion hailing for 1200 pounds of cod. This with a few boxes sent up from this port from the gill netters constituted the fresh fish supply of the morning.

Wholesalers paid \$5.50 a hundred for haddock, \$5.50 to \$6 for large cod, \$3.50 to \$5 for market cod and \$5.25 for pollock.

Boston Arrivals.

The fares and prices in detail are: Sch. Marion, 1200 cod.

Haddock, \$5.50 per cwt.; large cod, \$5.50 to \$6; market cod, \$3.50 to \$5; pollock, \$5.25.

SALADIN FIRST SEINER AWAY

The first southern seiner to get away for the season of 1912 is sch. Saladin, Capt. John Matheson, which sailed this morning.

Sch. Aloha, Capt. Wallace Parsons expects to sail Monday and will be followed by others of the fleet during the week as fast as they are ready.

JACK M'KAY'S BIG STOCK

Sch. Catherine Burke, Capt. Jack McKay, stocked \$2884.16 as the result of her four week's halibut trip, the crew sharing \$70 to a man clear. The high line share was \$75.16.

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NEW SCH. KNICKERBOCKER, NOW ON TRIP AROUND HORN

SHE WILL ENGAGE IN FRESH HALIBUTING OUT OF SEATTLE, WASHINGTON.

Monday the first of two powerful auxiliary fishing schooners built at the yards of Arthur D. Story, Essex and Owen Lantz of this city, for use on the Pacific Coast, left Long Wharf, Boston, on her long run of 16,000 nautical miles to Puget Sound. The Knickerbocker, which is to be followed in about a month by her sister schooner, Bay State, is sailing under command of Capt. Robert Lathigee and it is as yet undecided whether it will take the craft through the Strait of Magellan or around the Horn.

Either event, Captain Lathigee and his crew of 14 will be at sea more than three months before reaching the destination. A good part of the trip will be made under sail, the engine being used only to offset calm winds or the treacherous passages be negotiated around the south end of South America. Both boats have been built for the New England Fish Co., to be used from Vancouver and Seattle in the halibut fisheries.

The sail plan of these boats shows an abbreviated area as compared with the old familiar type of fishing schooner. There is no top mast at the bowsprit has been omitted. This reduces both the height and the length of the sail area and leaves simply fore and aft sails—jib, staysail, foresail and mainsail. There is in addition a square sail on the foremast.

to be used when running before the wind. To offset this decrease in sail area each vessel is equipped with turbines operated by 100 horse power Blanchard marine oil engines, built by the Blanchard Machine Co., Cambridge, Mass. These engines are designed for using fuel oil which can be obtained on the Pacific coast at about \$1 per barrel and it is estimated that the difference in cost when operating full power with the engine would be about \$50 per day in favor of fuel oil as compared with gasoline.

Among the advantages of this shortened sail area are the fact that the boats are safe and easy to handle in rough weather and that there is no

outboard work for the men to do in handling sails. The only thing they have to fear are fog, collision and stranding on the shore. In addition, the smaller sails can be handled by a smaller crew although this would be a matter of no moment because as the vessel carries 18 dories, there will be a crew of about 25 men when in active fishing service.

The official test of the Knickerbocker took place March 18th when upwards of 80 men boarded her for a trial trip out in the Massachusetts Bay, which lasted from 11 o'clock in the morning until after 4 in the afternoon. The start was made from T wharf, Boston, under the power of both engines. This was continued about two hours at a speed estimated to be in the neighborhood of 10 knots. The engines were then shut down and the balance of the trip out and the entire trip back were made under sail until the engines were required for maneuvering into the wharf. This gave the visitors an excellent opportunity to observe the weatherly qualities of the vessel and as a stiff breeze was blowing, enough to bring the lee scuppers under the water a good part of the time, the test was a good one. Many of the visitors took a turn in handling the boat, and all were highly pleased at the ease with which she responded to the helm.

Designed by Thomas F. McManus, naval architect, who has the experience of some 300 vessels back of him, the Knickerbocker and Bay State represent the highest development of the art today in building of fishing schooners. They have comfortable accommodations for a crew of 24 forward, while the four officers are quartered in the cabin aft. The engine room is just forward of the officers' quarters, while the fish hatch is located between the engine room and the forecabin and gallery.

The most interesting feature of the new vessel is the power plant. Each of the two four-cylinder engines weighs about 8000 lbs. The cylinders have a diameter of 10 inches with a stroke of 10 inches and under full power the engines run at 320 revolutions per minute. Each engine is 11 feet, 6 inches long and 30½ inches wide, a very small space for the power. The height of engine above shaft is 44 inches only, while the depth from the center of shaft to bottom of crank case is 11¼ inches, thus making the total height of engine well under five feet. The propeller shafting is three inches in diameter, each shaft carrying one three-bladed feathering wheel 44 inches in diameter and with a pitch of 46 inches.

The fuel oil carried on the long trip around the horn is 7000 gallons. This would be sufficient for about 12 days continuous steaming at full power. It is proposed, however, to run the engines only when needed, as explained above, and also to run them about half an hour every day or two in order to be sure they are continually ready for use and not bound by rust or anything of that sort. It is expected that the 7000 gallons carried will be sufficient to last for the entire voyage on this basis.

The vessels, as stated in a previous article, are of 155 tons each. The length over-all is 125 feet with a water line length of 102 feet. The water line beam is 24½ feet, while the mean draft is 10 feet.

During the trial of March 18th the engines were in charge of engineers Kempton, Waterbury and Arringdale, all of the Blanchard Machine Co. staff. Among others on board at the time of the trial were L. H. Goodspeed of the New England Fish Co., Thomas F. McManus, designer of the boat, Arthur Rowe, of the firm of E. L. Rowe & Son of this city, the outfitter and sailmaker, and F. H. Plumb of the Blanchard Machine Company.

Capt. Lathigee has been overwhelmed with applications for employment on this trip. Many of the applicants express a willingness to go without pay, the idea being, of course, either to get the experience of the trip or to reach the western coast without the expense of the long trip over land. All of these adventurous spirits have had to be denied, for the crew of 14 men which has been signed for the voyage consists entirely of seasoned sailors and fishermen, navigators and engineers.

QUODDY MAKES QUICKEST TRIP

The quickest trip on record in the local gill netting industry was made by steamer Quoddy, Capt. Auld today. The steamer left port at 5 o'clock this morning, made her run outside and lifted, returning again at 10 o'clock with a fare of 4000 pounds of fresh fish.

March 31.

Str. Quoddy, gill netting, 5500 lbs. fresh fish.

Str. Eagle, gill netting, 600 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.

Str. Rough Rider, gill netting, 1000 lbs. fresh fish.

Str. Harold II, gill netting, 2700 lbs. fresh fish.

Str. F. S. Willard, gill netting, 2500 lbs. fresh fish.

Str. Prince Olaf, gill netting, 2800 lbs. fresh fish.

Str. Nomad, gill netting, 2200 lbs. fresh fish.

Str. Enterprise, gill netting, 1500 lbs. fresh fish.

Str. Venture, gill netting, 2500 lbs. fresh fish.

Str. Philomena, gill netting, 2500 lbs. fresh fish.

Str. Hope, gill netting, 1400 lbs. fresh fish.

Str. Hugo, gill netting, 1500 lbs. fresh fish.

Str. Sunflower, gill netting, 1500 lbs. fresh fish.

Str. Evelyn, H., gill netting, 2800 lbs. fresh fish.

Str. Ethel, gill netting, 4000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 7000 lbs. fresh fish.

Str. Mary L., gill netting, 1400 lbs. fresh fish.

Str. Gertrude, T., gill netting, 2000 lbs. fresh fish.

Str. Nashawena, gill netting, 4000 lbs. fresh fish.

Str. Harold, gill netting, 2700 lbs. fresh fish.

Str. Mystery, gill netting, 1800 lbs. fresh fish.

Str. Medomak, gill netting, 3000 lbs. fresh fish.

Str. R. J. Kellick, gill netting, 2400 lbs. fresh fish.

Str. Lorena, gill netting, 2500 lbs. fresh fish.

Str. Sawyer, gill netting, 2500 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 1200 lbs. fresh fish.

Str. Dolphin, gill netting, 4200 lbs. fresh fish.

Str. Swan, gill netting, 300 lbs. fresh fish.

Str. Carrie and Mildred gill netting, 4200 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.

Str. Lydia, gill netting, 1100 lbs. fresh fish.

Sch. Little Fannie, gill netting, 6000 lbs. fresh fish.

Str. Jeffery, gill netting, 2500 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 2200 lbs. fresh fish.

FIRST SEALER AT ST. JOHN'S

With a catch of 30,000 seals, the steamer Stephano returned to St. John's, N. F., yesterday, the first of the sealing fleet which has been operating in Newfoundland waters to report.

She brought news that the Nascopie has 27,000, the Florizel 22,000, the Sagona 10,000 the Bonaventure 8900 and the Adventure 7000. The others of the fleet had poor luck.

Advices from four vessels sealing in the Gulf of St. Lawrence indicate that their prospects for a good season are excellent.